









Let me ask, in what horse are these attributes so fully exhibited as in the Arabian? The shoulders of the Arabian are stronger and of a more powerful type than those of the other breeds. The neck is long, the head is small, the ears are large and well set, the bones of the skull are of a more powerful type, the spine is the scapula from skeletons of each breed compared, that of the Arabian would be found longer from its base to the junction with the humerus, and the base of greater width, giving more strength and affording more room for the attachment of the muscles, the hocks and knees are as large, the bones beneath as large or larger, the fetlock joints bolder and more developed, the pasterns stronger, and the teeth also, as a rule, larger than those usually seen in any other breed.

Should the Arabian breed be established in this country, I do not anticipate the stature would be increased to that of the modern race; a height of fifteen to fifteen and a half inches would suffice. Great as are not a few attributes of pure blood, the increased height of the modern race, often accompanied with want of symmetry, is I think consequent upon its being of mixed blood, and not so much the result of care in cultivating the breed.

Great as are the attributes of pure blood, however, the very model of a powerful thoroughbred horse, measured, I find, below the knee, eight and a half inches. I believe Emilius was nearly sixteen hands, fifty five to fifty six inches. I know of an Arabian horse of the highest quality, nearly twenty old, fourteen hands two inches in height, who also measures eight and a half inches below the knee.

NEGLECTED DIRECTORS.

(From the Examiner and London Review.)

It would seem as though there were some occult influence common to board rooms which induces a state of somnolence in directors of public companies similar to that which prevailed in the celebrated island of Lays, where the numerous directors of the Hawaiian empire, after a long series of years, without exciting the slightest suspicion. The directors of the Great Cen-

frequently working from 9 in the morning until late in the evening, bearing an excellent character, and that he was trusted with almost entire control of the outer office. At what rate of payment did the directors value the services of a man so competent and trusted? His salary commenced at £100, and, after sixteen years of service, he was in the enjoyment of the magnificent sum of £145 per annum. The directors were astounded

at his defalcations, which reached the sum of £71,214; in their simplicity they had relied upon the honesty of the directors, and the system of checks, which the auditors inform the Board were admirably adapted to prevent any fraud whatever. Indeed, they were so perfect that no improvement could be suggested. Unfortunately, however, for the public interest, the directors were not without the slightest trouble to ascertain that their rules were observed. In their report they state that investigations have brought to light "a total neglect of duty on the part of some, from whom, as old and trusted officers, they were led to expect the most scrupulous fidelity." They urge the shareholders to carry the matter further, and ask whether the directors themselves have not been guilty of gross negligence. *Quia custodit custodes!* Clerks, accountants, auditors, and directors, were all equally to be discredited, and the directors are induced to invest, and they cannot escape the moral responsibility, whatever may be their legal position, of their negligence. It is quite clear, first, that Mr. Ifge was paid a salary quite inadequate to the duties he performed, and secondly, that the directors utterly neglected to enforce their own rules of business. If they had done their duty, the public would not have suffered this loss; which appears they intend to defray at the rate of 10s. per cent. on the available dividend, thus exposing any advantage the public might otherwise derive from reduction in the price of gas. We understand that the chairman of this company is a director of ten other important companies, and in addition he holds the office of an Alderman of the City of London, and it is to be presumed he bestows some attention upon the management of his private affairs. It must require extraordinary powers to do justice to all these various interests, and we are glad to hear that the Gas Consumers' Company is able to do so, the shareholders may be congratulated upon having secured the services of a most remarkable man.

Leaving mere pecuniary considerations for the present, let us inquire how the public fare as regards the safety of the gas supply. Mr. George W. R. Rich, the Inspector of the Board of Trade, regarding the Abergele catastrophe, which happened on the London and North-Western Railway, last autumn, has published a valuable paper, in which he alludes to the negligence of the men employed upon the gas line, but adds that men of that class cannot be expected to do their duties well, if the railway companies do not look after them and enforce their discipline. In the same paper, and in the report on the opinion is expressed that the regulations of the company are merely put on for the purpose of being produced in case of accident;

that they are systematically violated without any realisation of the fact that it is not merely the hard-worked officials, but the railway directors as well who are included in the indictment. Habitual neglect of regulations is an evident source of danger to the travelling population; it is a direct product of the indifference of the shareholders by whom they were appointed, must be held responsible.

It was this system of non-intervention on the part of directors, in the affairs of the companies they controlled, which gave rise to the frauds, rather than deliberate fraud, which produced the same results. The frauds, since aggravated and prolonged it. There were, no doubt, some knavish and some incompetent directors, but we believe the bulk of the mischief was done by directors who were honest and conscientious. It was truly wonderful to see how men, in managing their own affairs, had proved themselves wise and prudent, left these qualities behind them when they entered board-rooms. The whole duty of a director is to attend to the business of the company, signing the attendance book, and receiving his fee. The discharge of the functions for which he was elected was a secondary consideration. Take the case of Higgs: the major part of the money he embezzled was carried off by the trusted entirely to his able accountant, who was receiving a salary of £115 a year, and the other servants whose laxity they condemn. At the same time, the directors say that they were carefully engaged every week in checking the books, and that their attention was attracted by the enormous reason of arrears, which had been paid by the consumers and appropriated by their delinquent clerk. It is not merely this company which has been thus deceived, but the records of winding-up proceedings in Chancery have shown that it would be seen that in numerous instances the functions of directors have been merely nominal, and their actual work nil. In many cases there has been no interest in the companies of which they were directors.

The directors of the railway companies, and the business has been said to the regular officials, who have managed matters much as they pleased. The result has been such a shock to confidence as the country is not and will not easily recover. It is a blow nearly fatal to the credit of the colonies. The lapse of the era of financing during the whole of this period there has been protracted dullness of trade and consequent diminution of employment. The depression of the period is what we have been describing here spread far and wide, and is seen notably in the increase of metropolitan

**"SPICING" IN CRIMINAL PROCEEDINGS**—After the Birmingham assistant, two thieves escaped punishment because the Recorder ruled that articles described in the indictment as "deal boards fixed to a building" should have been described as "woodwork".

ov.au/nla.news-page14











## THE BRITISH CEMETERY IN THE CRIMEA.

"OLD MORTALITY," in reply to the aspirations cast on England for permitting the cemetery which contains the remains of the soldiers who fell in the Russian war to fall into decay, writes to the *Daily Telegraph*—

I am very well aware that, in the management of human affairs, the heart is a far more potent pilot than the head. It takes some courage for a public writer to pen, or for a public journal to print, one word in depreciation of the almost universal and I might add, unreasoning sentiment which proclaims it to be a disgrace to this country that the graves of England's dead in the Crimea should be neglected until the very mound which marks where each body lies has been obliterated by time's effacing finger. It is so easy for those who have seen nothing of war, and who are unaware how needful a duty it is to the living, during a campaign, that as the tree falls so should it lie—or, in other words, that each soldier, whether stricken by disease or bullet, should be buried close to the spot where he has breathed his last—to clamour in favour of some plan which shall gather "all our Crimean dead" to a common resting place, and shall raise a national monument over the collected graves. What, however, are the facts of the case? Leaving out of calculation the cemeteries of other nations, Sebastopol is girt with English burying-grounds, not less numerous and not less widely-scattered than those which surround this vast metropolis. In addition to the regular burying-places to which, when the exigencies of the siege permitted, some of our 20,000 English dead were carried, dozens and dozens of bodies—English, French, Sardinian, Turkish, and Russian—lie scattered over the dreary and uncultivated slopes which the allied armies alone occupied. It would be possible, no doubt, to move, at great expense, the bodies which lie in the so-called English cemeteries, and to collect them together in one Campo Santo; but who can feel certain that in so doing we should not be outraging the feelings of many who "mourn their warriors slain," and who would bitterly resent the "violation," as they would deem it, of the graves of their beloved? The first and most holy sentiment connected with every grave, wherever it may be, is that which regards it as the "last home" of its occupant. My own belief is that every one who sincerely mourns a near and dear relative or friend now sleeping in the Crimea, would much prefer that his bones should rest undisturbed, and that he should be permitted to sleep on in the grave where a Briton has laid him.

I will not waste your time by deriding the absurdity of sending out from England a party of ethnologists or philologists, professors, who might sit in judgment upon each exhausted *cranium*, and pronounce whether its type or conformation entitled it, and the bones to which it apparently belongs—not always, by-the-by, very easy of identification in war-battered skulls—to be sepulchred in the English Campo Santo. And yet, without some such sifting process, what English Minister would consent to a large outlay of public money in an attempt to gather together all the bodies of our countrymen who died before Sebastopol? Unsafer a task as the verdict of ethnologists in such a case must be, can any one suggest some other sifting process which would be less uncertain. Unless we collected all the bodies of our buried soldiers, would it not be wiser and better to attempt to collect any? What would other nations say to an indiscriminate exhumation of bones, which might not always be those of Englishmen? A moment's reflection will show that the difficulties attendant upon any such course are insurmountable. But what I desire to enforce is, that there is no precedent in our history for the erection of a national monument over the bodies of men who have been buried at so great a distance from their native country, and in a foreign soil. Our fathers never thought of erecting a column to the British soldiers who fell at Salamanca, or Vittoria, or even at Waterloo. There is no analogy between the Americans who fell at Gettysburg and the British who fell in Spain or in the Crimea. The monuments erected at Gettysburg, and elsewhere, are not so much memorials to the dead as preachers to the living, enforcing loyalty to the Union, and proclaiming the indivisibility of the great Republic which so nobly escaped being rent in twain. The most enduring monument to men slain in battle of which I am cognisant is the tumulus of earth, some twenty feet high, which was raised by the Athenians to perpetuate the memory of their countrymen, 192 in number, who fell at Marathon. This tumulus is still distinctly visible, rising out of the plain of Marathon, some twenty-four centuries after the battle was fought; but the columns of stone upon which the name of each buried soldier was engraved have—in conformity with the poet's line, *Quandquidam data sunt quoque fata sepulchris*—long ago disappeared. But it must not be forgotten that the battle was fought within less than twenty miles of the city of Athens, and that it was the fashion of her citizens for many decades of years to visit the plain of Marathon, and to rejoice in that freedom which Byron, "musing there an hour alone," hoped to recuscitate within the present century. Far distant be the day when any such national monuments as those at Marathon or at Gettysburg shall be seen on British soil! But, in addition to the great difficulty of doing more for our dead in the Crimea than in the present, there is the fact that the walls which surround our British cemeteries permit me, in conclusion, emphatically to remind your readers that entire indifference about their own graves has generally been the marked characteristic of genuine soldiers. "Bury me with the men" were the last words of Sir Henry Lawrence, as noble and Christian a soldier as ever died for England; and no one can read the private diary of Sir Charles James Napier without perceiving how little he recked what came of his body after death. Many and many a gallant soldier, of every nation and in every age of the world, has, with his parting breath, expressed a wish to be buried where he fell. In a noble passage of Dean Stanley's "Memorial of Westminster Abbey," his author, while regretting the absence of commemoration which has been the portion of many famous Englishmen who are without record or monument upon the Abbey's walls, tells us that "those quiet graves, far away from Westminster, are the Poet's Corners of a yet vaster temple; while Stratford-on-Avon and Dryburgh, Stoke Pogies and Grasmere, are chapels-of-ease, connected by invisible cloisters with Westminster Abbey itself." Wherever there may be amongst us a mourner, whose heart still bleeds for a now sleeping hero, his last sleep upon the plateau of Sebastopol, may we not say, without unreasonableness, that invisible threads of communication link that bleeding heart to the unknown grave in the Crimea which is

the object of its affections? Let the House of Commons appoint, if it deems fit, some fresh official to reside in the Crimea, and to keep in repair the walls which surround the British cemeteries; but more than this it is unwise to attempt. That can hardly be a great national duty, for neglecting which we might never have been taken to task had not accident prompted the Prince and Princess of Wales, while travelling in the East, to pay a visit to the historical ruins of the dismantled Russian fortress in the Black Sea.—I am, Sir, yours, &c.,

OLD MORTALITY.

May 18.

CRUISE OF THE RESERVE FLEET.

(From the Times.)

On the 14th May, the Reserve Fleet left Portland Roads for a training cruise; it was composed of ten ships, having a total tonnage of 39,877 tons, with a nominal engine power of 32,500 horses, and carrying 513 guns. It should be fully understood that this fleet, as the "Reserve" of the regular naval force of the country, is simply a "scratch" fleet, manned with "scratch" crews, and in these particulars represents truthfully the composition of a fleet, both with regard to the ships and their officers and crews, which we should, under present circumstances, send to sea as a second line of our naval defence, in the event of any international complications occurring that would require the presence of our first line of naval strength—the heavily plated fleet—on duty at a distance from the coasts of the kingdom. The fleet now commanded here by Admiral Key, in fact, stands in the same relation to the regular navy of the country as does the Militia and the Volunteer forces to the Regulars of the army. While the ships commissioned for active foreign or Channel service cruises are it may be said, continually at sea during their term of commission, the ships of the Reserve Fleet do duty as guard and training ships at the home ports, and are thus available for more active service in the Channel or on any part of the coasts of the United Kingdom as their services may be required. Every year these ships make a week or two's cruise at sea for the purpose of exercising the seamen of the coastguard attached to them, and this year the Admiralty very wisely issued a memorandum inviting all seamen belonging to the Royal Naval Reserve who might be unemployed in the various home ports to join the ships of the fleet belonging to their various districts, and take out their annual term of training in seamanship fashion in actual work at sea. It is almost superfluous now to say how considering the season of the year and the small number of unemployed seamen in the home ports, this official call by the Admiralty has been answered, and by a class of men, too, who by their appearance can well stand on their merits as seamen. The shrewd north countryman is there in force, and could tell strange stories of how he helped to work the old May Jane round and about the coasts of the kingdom, deeply loaded and awfully leaky as she was, for years, against the fierce winter gales, and take her at last into port a mass of rotten timber, only kept afloat by indomitable pluck and perseverance. In the bronzed beards and faces of men in another of the ship's messes may be recognized the "long voyage" seaman of the mercantile marine, who has placed his name alongside his brother north countryman as one of the defenders of his country in time of need on the list of the Royal Naval Reserve. Both, however, are types of seamen who have fought old ocean in his angriest moods. They are not one whit, not even the best of them, superior to the blue-jackets of the regular navy; but, excepting some slightly imperfect notions of discipline as understood on board her Majesty's ships, every man that I have seen as yet belonging to the Royal Naval Reserve on board this fleet is every inch a seaman. Of the officers it is not necessary to speak much. When the great set as well as the smallest of the commercial marine firms of the country have the names of their most trusted officers on the list of the Royal Naval Reserve, there can remain no question that the honour of England is as deeply prized by the Mercantile as it is by the Royal Navy of the country. I can speak from personal experience as yet in saying that the cruise of the Reserve Fleet will commence with the best possible understanding existing between the officers belonging to the various ships and the officers of the Royal Naval Reserve attached to them, as also between the seamen of both services, and I anticipate that this feeling of mutual goodwill will be very materially strengthened during the cruise. As professional brethren at sea, in the exercise of their respective duties, each will better understand and appreciate the other, and the coming cruise will forge yet stronger the link binding together in common love of country the officer and men of the Royal and Mercantile Navies.

The relative composition of the crews is not the least important consideration connected with the results to be obtained from the coming cruise, and in dealing with such a question I cannot do better than give the existing arrangements on board this ship, the proportionate numbers being, as nearly as possible, equal throughout the fleet, according to the size of the ship and her allowed complement. Here there are, in the other ships, the same number of officers, engineers, stokers, &c., permanently attached to her for harbour duty, together with two marine officers, 75 marines, eight of whom do duty ordinarily as officers' servants, and 76 seamen. Now, there are on board in addition 200 men of the Royal Naval Reserve (with Lieutenant Allen Young, of Polar exploration fame, as Royal Naval Reserve officer), six officers and 231 men belonging to the Coastguard, and four lieutenants and 40 seamen gunners from her Majesty's gunnery ship *Excellent*, as gunnery instructors for the cruise. The *Agincourt* brought round here with her from Sheerness 234 men of the Royal Naval Reserve belonging to the port of London, but 34 of these have been transferred to other ships of the fleet since her arrival here. Moreover, indeed, to the disappointment of the men so transferred, for they had taken such a fancy to the roomy quarters of the flag-ship, and the general kindness of the officers on board, that they all hoped to continue on board throughout the cruise. They will, however, find themselves just as comfortable on board other ships of the fleet as on board the *Agincourt*, every care being given by the officers belonging to the ships to render their stay on board as agreeable as may be possible so far as is compatible with proper discipline. In this respect, indeed, a very judicious order has been issued to the Captains of the several ships, by direction of the Admiralty, by Rear-Admiral Key.

We are not at all under the impression that this force were under no obligation to give their services, and it was a matter, therefore, of pure volunteering. It was a question, however, how many men would answer the call, especially as this is a busy time of the year for the merchant navy,

when the ice breaks up and reopens the Northern ports to commerce. That doubt, however, has now been removed. Upwards of 1900 merchant seamen at the various ports have volunteered for the fortnight's duty, being at least twice as many as were expected to appear. It should be remembered that, though the entire force comprises as many as 16,000 men, it is only a certain proportion of these which could be available at any particular conjuncture. Many of them are necessarily at sea, pursuing their ordinary avocations; indeed, it is not supposed that a first demand even upon any actual emergency could be answered by more than 5000. Yet two-fifths of this number have now come forward of their own free will for a fortnight's duty—a most satisfactory proof of the spirit pervading the force.

## THE ROYAL NAVAL RESERVE.

(From the United Service Gazette.)

We have no Reserve. It would be an immense advantage to the service if the unprofessional papers would talk about matters which they understand, and leave other things untouched. Much has been written during the week on the subject, and some of our readers may think it necessary we should speak a few words of truth about it. Two thousand men, taking their own estimate, is the very utmost that our Naval Reserve advocates can hope for (they are very honest) to put on board our ships at the moment we want reinforcements. But when we want reinforcements, fifty thousand men will fall short of our wants. We do want a Naval Reserve, and who that knows and loves the service will say other than we say now? We have not a reserve. If we want a reserve we must pay for it. The nucleus we have, and have had for many a long year. Placemen will play with the service and with the country. These schemes only require the study of the readers of them to show their value. We have long given our opinion of this Royal Naval Reserve. We know well who invented it, and we have carefully studied a matter which we will not have to be called upon to study at all.

The (so-called) Royal Naval Reserve is an imposition. The present Government is making use of the force, and trying to make us believe that it is what it is not. For our part, professional men, having no interests to serve, but loving our service, we have nothing more to say than to ask the officers and the men of the service if such a reserve is the thing they could rely on.

There is only one reserve for the navy. Men will not work for nothing. The best reserve we have ever seen is the coastguard. It is a great advantage to the country to make use of its reserve while no war trouble exists, but reserves must be what the service wants. When fighting comes upon us, we use some men spent upon reserves, we shall yet want help—and help of large extent.

We are not disposed to say that it is unwise to get the goodwill of the merchant service. We know those men, and how good they are. We have seen a time when merchantmen pressed their services, and begged to be allowed to run, headlong, into danger; when, it must be acknowledged, we could do our own work; but they did offer to do it, and those who objected knew that they meant it, but also knew how much they would be in the way.

A reserve for the navy must be a trained reserve. The thing invented by Lord Clarence Paget, and called the Royal Naval Reserve, is utterly unfitting to go afloat with naval men. There is to be a trial, and the utmost care will be taken to prevent the public knowing how many men went afloat. But we do not want the Admiralty's permission to say that the trial proposed is an absolute farce, whether for the fortnight's holiday they can get men enough or not. If the service is to have a reserve, it must be a paid reserve. It is a scandalous shame to pension the merchant service, as Lord Clarence Paget did, under the name of a Royal Naval Reserve. The invention was well worthy of the men who carried it out; but it is a robbery of the service, and something more—a libel.

And if the so-called reserve be a libel on the regular Navy, by how much more may we not consider it as a libel, or even a burlesque, upon our Volunteer force? They, at least, make some endeavour—and that not altogether unsuccessful—to assimilate themselves to the "Regulars" of the Line; their discipline is supposed to be similar, and by means of frequent field-days and reviews, in conjunction with regular troops, they have acquired something approximating to solidity; and they have shown that, with good opportunities, they might be made very efficient for certain military duties, and thus set at liberty a corresponding force of trained troops. And this aid is obtained for the sum of £4 10s. for each efficient Volunteer. But we should be glad to know what equivalent has been or is to be obtained by the Naval Reserve—every man of which, trained and efficient or not, is obtained at an expense of not less than £10. We again assert that they are at present utterly incompetent to the working of any ship of war, and that weeks and months of training are necessary to make them so. We believe that if they be placed in small detachments on board ships officered and manned by members of the regular service, they would, with but few exceptions, be found rather a hindrance than an assistance to those whose habits of discipline have been of very different form, and whose routine of life in a merchant ship, and we can but again call the attention of our countrymen to the false position assigned to the Royal Naval Reserve, and warn them against placing any reliance on the present or future efficiency of the gigantic "job" which goes by that name.

## SPIRITUAL PHOTOGRAPHY.

(From *Empire's Weekly*.)

THE case of the people against William H. Mumler, of 630, Broadway, is one so remarkable and without precedent in the annals of criminal jurisprudence, that we devote this page to illustrations bearing upon it. The charge against Mr. Mumler is that, by means of what he terms spiritual photography, he has swindled many credulous persons, leading them to believe it possible to photograph the immortal forms of their departed friends.

The case has excited the profoundest interest, and strange as it may seem, there are thousands of people who believe that its development will justify the claims made by the spiritualists for the existence of a father-in-law. He, however, failed to recognize the worthy old gentleman, and emphatically declared that the picture neither represented his father-in-law nor any of his relations, and that the picture represented the spirit of his father-in-law. With this evidence the prosecution rested.

William H. Mumler, a photographer, of Poughkeepsie, testifies that Mumler succeeded in producing spiritual photographs at his gallery in Poughkeepsie, and he was unable to discover how it was done. Judge Edmunds, one of the most distinguished advocates of spiritualism, deposed that the spirit form in one of them he thought he could recognize, but not the one in the other. He said: "I believe that the camera can take a photograph of a spirit, and I believe that spirits have materiality—not that gross materiality that mortals possess, but still they are material enough to be visible to the human eye, for I have seen them; only a few days since I was in a court in Brooklyn when a suit against a life assurance company for the amount claimed to be due on a certain policy was being heard. I saw the spirit of the deceased man, who was the basis of the suit. The spirit told me the circumstances connected with the death; said that the suit was groundless, that the claimant was not entitled to recover from the company, and said that he (the man whose spirit was speaking) had committed suicide under certain circumstances; I drew a diagram of the place at which his death occurred, and on showing it to the counsel, was told that it was exact in every particular."

A large number of witnesses deposed that they recognized the forms of departed friends (in some cases the deceased were in the room) in the photographs taken by Mumler. The most striking case was that of a gentleman of Wall-street, whose deceased wife's features both he and his friends distinctly recognized in a photograph taken by Mumler. Mumler's success is certainly not deemed detected as yet. To all appearances spiritual photography rests just where the rapacious and glib-tongued impostor has placed it. Those who believe in it will not suspect any other arguments, and disbelievers will reject every favourable hypothesis or explanation. Mr. Mumler has been heard of in the first place, by a large number of people. He has obtained, again, a good price for his photographs; for who could expect spirits to be called from the vast deep? For less than ten dollars per head, he has been prosecuted, and thus extensively advertised. Beyond this, the trial, like all legal prosecutions of this nature, will amount to nothing.

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## IF ANY PEOPLE OF NATION would prosper and be truly great, they must practice economy.

W. PRITCHARD, Miller, Baker, and Produce Factor, 17 and 19, King-street, and Branch Shops, George-street North and South, has, at the request of many of his numerous customers, commenced to deliver

BREAD, FLOUR, and other PRODUCE to all parts of the city, at the same price and terms that he sells for cash over the counter. Families and others desirous to patronise him in this effort will kindly communicate their address either to the man in charge of his carts, or leave their address at any of the shops, where a bread cart shall call upon them daily for the supply of Bread, and receive any orders for Flour, Butter, Eggs, &c., at the same price and terms. Mr. P. has always a large stock on hand, and will supply any quantity, large or small, at the very lowest wholesale prices for CASH ON DELIVERY.

W. P. avails himself of the present opportunity of thanking the public for the patronage he has received in this branch of his business during the last few years, and for the liberal manner in which they have invariably responded to his invitations on all occasions when he has solicited support, and he feels certain that this endeavour, which must result in economising household expenditure, will meet with the same ready and hearty response as the completion of any reform, whether socially or politically.

N.B.—Shipping supplied upon the shortest notice and usual terms.

PRIME North White CORN, &c., by Messrs. J. & A. H. HARRIS, 11, Market-street.

COLONIAL TALLOW, 112 per lb. O'DONNELL and CO., Commercial Wharf.

PRIME BROWN BEEF, PORK, and BACON, on SALE, O'DONNELL and CO., Commercial Wharf.

BROWN'S RIVER POTATOES, ex City of Hobart, 60 tons for SALE, James McKinnay, Sussex-st.

JAMES' CITY OF HOBART, 200 cases Potatoes and Johnstone, for SALE, by James McKinnay, Sussex-st.

BACON, Bacon, Bacon, 6 tons, in lots to suit purchasers, G. COULTER, 125, Sussex-st.

TOBACCO, TOBACCO, First-class Colonial, 1 per lb., in any quantity, T. RAYWELL, 4, Park-st.

## GENERAL MERCHANDISE

KEROSENE OIL.

THE WESTERN KEROSENE OIL COMPANY (Limited).

REFINED ILLUMINATING OIL.

First prize at the Inter-Colonial Exhibition, 1867, for purity and brightness, and for its economy.

John Macdonald, Jun., Secretary, 251, George-street.

WANTED to SELL, at the BULL'S HEAD, Red, White, and Blue House, George-street, opposite the Central Police Court.

Best French old brandy, 100 per lb. 3/6.

Associated brandy, pale and dark, 100 per lb. 3/6.

Clemson's No. 6 old brandy, 100 per lb. 3/6.

Marshall's No. 1 brandy, 100 per lb. 3/6.

Superior old brandy, 100 per lb. 3/6.

Marshall's No. 2 brandy, 100 per lb. 3/6.

Superior old brandy, 100 per lb. 3/6.

Marshall's No. 3 brandy, 100 per lb. 3/6.

Superior old brandy, 100 per lb. 3/6.

Marshall's No. 4 brandy, 100 per lb. 3/6.

Superior old brandy, 100 per lb. 3/6.

Marshall's No. 5 brandy, 100 per lb. 3/6.

Superior old brandy, 100 per lb. 3/6.

Marshall



The garden, securely fenced, contains the most rare and  
fine fruit trees in bearing, and the climate and soil are  
adapted to produce the English fruit's.  
Luncheon provided.  
Terms at sale,



